

Mr. President, the Senate spoke forcefully. I hope we are being heard. If we can stop even one murder from happening, it will be worth it.

I wanted to draw attention to the very strong statement that the Senate made last week. I hope that we can use this opportunity, as President Milosevic comes into our country, to ask him to show his good faith by saying that people will be accounted for and the atrocities will stop.

Thank you, Mr. President. I yield the floor.

Mr. CRAIG addressed the Chair.

The PRESIDING OFFICER. The Senator from Idaho [Mr. CRAIG] is recognized.

ATROCITIES IN THE FORMER YUGOSLAVIA

Mr. CRAIG. Mr. President, let me join my colleague from Texas in her most clarion call this morning to the humanity of the world that this Nation be a part of stopping the atrocities that are allegedly going on in the former Yugoslavia. It is, without question, a great human disaster under any measurement.

I appreciate the words of my colleague from Texas this morning. She has been an outspoken, clear voice on this issue for the last good many weeks as these reports have come in to remind us and push this Senate and this country in the direction of causing a settlement to occur there that is just for both sides. I thank my colleague for that.

TRANSPORTATION APPROPRIATIONS FOR FISCAL YEAR 1996

Mr. LAUTENBERG. Mr. President, the Transportation appropriations bill for fiscal year 1996 which the Senate will consider and pass today is of vital importance to the State of New Jersey. As the most populated State in the Nation, efficient and effective transportation is critical to the economic well-being of my State.

This year's Transportation appropriations bill provides more than \$650 million in transportation investment to my State. This investment provides good paying jobs in the short term and in the long term will create and maintain the infrastructure that New Jersey needs to attract and keep a strong work force.

Mr. President, I would like to highlight some of the important provisions in this year's bill which I was able to secure for the Garden State.

Transit is an intricate part of northern New Jersey's transportation plan. The single largest component of New Jersey's transit initiatives is the urban core. I appreciate the cooperation that I received from Chairman HATFIELD on funding the Secaucus transfer portion of New Jersey's urban core at \$80.25 million. Once completed the Secaucus transfer will link the Bergen and Mainlines to the northeast corridor, providing access to Newark and midtown

Manhattan for Bergen County residents. To date I have secured a total of \$436 million for urban core projects.

In addition to the urban core and transit formula assistance, New Jersey will be receiving \$12.5 million to begin construction of the Hamilton Intermodal Facility, \$1.15 million to develop a park-n-ride facility on the Garden State Parkway at interchange 165 and \$3 million to support the National Transit Institute at Rutgers.

While this bill will provide New Jersey drivers with transit alternatives, it also recognizes that cars will continue to play a major role in travel within the State. Total highway program spending in the bill amounts to \$19.9 billion, an increase of \$454 million over last year, and nearly 96 percent of the ISTEA authorization. New Jersey should expect to receive some \$500 million in formula highway assistance as a result of this funding level.

To make roads in New Jersey as productive as possible this year's bill includes \$1.5 million for TRANSCOM. TRANSCOM is a consortium of 15 transportation and public safety agencies in New Jersey, New York, and Connecticut. Over half of the congestion on my region's roadways is due to traffic incidents and it is TRANSCOM's mission to improve interagency response to such incidents. The funding will be used by TRANSCOM to build upon existing programs to provide the region's transportation agencies with the tools necessary to strengthen their transportation management activities and their delivery of services to the traveling public.

Mr. President, on March 23, 1994, shortly before midnight, a 36-inch-diameter pipeline ruptured catastrophically in Edison Township, NJ. The explosion and fire eventually destroyed eight buildings in the Durham Woods apartment complex. An estimated 2,000 residents were displaced due to the explosion. It was only through the diligent and heroic efforts on the part of numerous local and State agencies that the pipeline explosion did not cause numerous fatalities. This year's bill includes \$28.75 million to allow the office of pipeline safety to aggressively prevent another Edison from ever happening again.

In addition to the funding this bill provides to New Jersey, it also includes other bill and report language of interest to my constituents.

The legislation before us today honors one of the great statesmen of New Jersey, former Congressman Bill Hughes. Renaming the FAA Tech Center the William J. Hughes Technical Center is a deserved tribute to Bill. It is a fitting show of appreciation for his hard work on behalf of the people of the Second District and the State of New Jersey.

Mr. President, included in this year's committee report is language which continues to direct the FAA to withhold Federal funding from runaway expansion at Princeton Airport until an environmental assessment is completed, and community involvement is

certified by Secretary of Transportation Peña. This is not just an air noise issue. It is a quality of life issue. I am hopeful that we can continue to operate the Princeton Airport in a manner that is compatible with community needs.

The coast of New Jersey is the State's recreational and economic jewel. A provision in this year's bill prohibits the Coast Guard from closing any multimission small boat units. The Coast Guard had recommended closing a number of its rescue stations, including four in New Jersey—Shark River, Townsend Inlet, Salem, and Great Egg.

Mr. President, having better, more efficient transit systems and roads will improve the quality of life for thousands of commuter on a daily basis. I am glad that as ranking minority member of this Transportation Appropriations Subcommittee I was able to secure this funding, as well as the bill and report language for New Jersey.

COMMEMORATION OF HUNGARIAN INDEPENDENCE DAY

Mr. DOLE. Mr. President, last week, the people of Hungary commemorated the 39th anniversary of the Hungarian people's massive uprising against Soviet Communist dominated rule. October 23, Hungarian Independence Day, marked a time when thousands of armed citizens battled the Red Army's military might and held the country for some 2 weeks. President Arpad Goncz, whom I met with last week, was one of those who risked his life for his country's freedom—long delayed, but finally achieved. The bravery of those freedom loving Hungarians, 10,000 of whom risked and lost their lives, will be remembered forever.

As Hungary's Foreign Minister Lazlo Kovacs told a gathering at a Budapest ceremony last week, "the heirs of 23 October 1956 are all those who * * * today contribute with their sacrifices to the creation of a flourishing, democratic, and independent Hungary." The Hungary of 1995 is well on the road to full democracy. In my meeting last week with President Goncz, we discussed Hungary's economic progress, its successful participation in the Partnership for Peace, as well as NATO expansion. No doubt about it, Hungary will be among the first of the new democracies in Eastern Europe to join NATO and I look forward to that day—which I hope will be in the near future. In addition, we discussed Hungary's concerns about the treatment of Hungarian minorities in the region, and developments in the Balkans. President Goncz and I both agreed that a fair peace settlement in the former Yugoslavia, fully recognizing the rights of all nationalities, was crucial for any kind of permanent regional stability. I assured President